

BY H. W. SEVERANCE.

On Wednesday, - - - Jan. 31st,
At 10 O'clock, A. M. at Sales Room.

Will be sold
A VARIETY OF
SUNDRIES AND MERCHANDISE

Consisting of
Tobacco, Manila Cigars, Woodware,
Hardware, Dry Goods, Groceries, etc., etc.,
Clothing, Dry Goods, Groceries, etc., etc.,
AND A VARIETY OF SUNDRIES.

ALSO, ONE SADDLE HORSE.

FOR SAN FRANCISCO.

The Fine Hawaiian Clipper Brig
W. C. TALEBOT.
ED. DALLMAN, Master.

Will have quick dispatch for the above port.
For Freight or Passage apply to
505-11 H. HACKFELD & Co.

For New Bedford Direct!

The A 1 Clipper Ship
Blue Jacket!
J. S. DILLINGHAM, Jr., Master.

Will sail for the above port about February 1st.
For Freight or Passage apply to
505-11 H. HACKFELD & Co.

For UNITED STATES.

The Am. Clipper Ship
Georges!
C. P. HUSTON, Master.

Will take a few cabin passengers.
Apply to
505-11 H. HACKFELD & Co.

Regular Dispatch Line
FOR
SAN FRANCISCO!

THE AMERICAN CLIPPER BARK
Comet,
Capt. ANDREW FULLER.

Will have quick dispatch.
For freight or passage apply to
505-11 H. HACKFELD & Co.

The Schooners
"KA MOI!"
—AND—
"MOI KEIKI!"

Will run regular and with Quick Dispatch,
Between Honolulu and Kahului.
Shippers and passengers can rely on the regularity of these
vessels. Apply to
JAS. M. GREEN, agent.

SPERM AND WHALE OIL.
CONSTANTLY ON HAND FOR SALE
By the CASE, BARREL or GALLON at
505-11 H. HACKFELD & Co.

Fresh Zante Currants and Raisins.
IN GLASS JARS—
For sale by
505-11 H. HACKFELD & Co.

Hawaiian Steam and
GENERAL INTER-ISLAND NAV. CO.

Will run Regularly to KAWAIIHAE,
Touching at HONOLULU on opportunity offers.

Nettie Merrill!
Will run Regularly to LAHAINA!

Albani,
Will run Regularly to HILO.

ANNIE LAURIE,
To KOLOA and WAIMEA, Kauai.

HONOLULU SUGAR REFINERY!

SUGAR AND MOLASSES FROM THIS
establishment for sale in quantities to suit purchasers by
505-11 H. HACKFELD & Co.

THE UNDERSIGNED HAVE THIS DAY
entered into co-partnership for the transaction of a General
Merchandise Business under the firm name and style of
H. W. SEVERANCE & CO.

505-11 H. HACKFELD & Co.

Melodeon For Sale!

A SUPERIOR MELODEON.
Smith & Hanson, makers. This instrument
is double handed, nearly new, and in perfect
condition. For particulars refer to Dr. J. M.
505-11 H. HACKFELD & Co.

House to Rent!

IN NUCUAN VALLEY, TWO AND
a half miles from town. For particulars apply to
505-11 H. HACKFELD & Co.

To Let.

THE ELIGIBLE FRONT OFFICE, OVER
the Post-office. Possession given immediately.
Apply to
505-11 H. HACKFELD & Co.

Dissolution.

THE PARTNERSHIP HERETOFORE
existing between the undersigned, under the name and style
ALDRICH, WALKER & CO., was dissolved on
the 1st day of January, 1895, by the mutual consent of the
partners, and the business of the partnership is hereby
terminated.

W. A. ALDRICH,
J. S. WALKER,
SAML. C. ALLEN.

Co-Partnership.

THE UNDERSIGNED BEG TO NOTIFY
the public that they will carry on the business heretofore
carried on by ALDRICH, WALKER & CO., under the name
and style of WALKER, ALLEN & CO.

W. A. ALDRICH,
J. S. WALKER,
SAML. C. ALLEN.

BY J. H. COLE.

On Tuesday, - - - Jan. 30,
At 10 O'clock, A. M. at Sales Room.

Will be sold
A General Assortment of
Merchandise!

—AND—
INVOICE OF STATIONERY.

PIANOS TUNED!

PIANOS TUNED AND REPAIR-
ed by CHAS. DERRY,
Lesson given on Piano & Guitar.
Orders left at the Bookstore will meet with prompt attention.
505-11 H. HACKFELD & Co.

17 Black Cloth
FROCK COATS!

At \$13, Each.

At McDonna's.
501 1m Fort St., opposite Lowers & Dickson.

Real Estate For Sale!

AT PUBLIC AUCTION, BY
JAS. M. GREEN, Auctioneer, at 10 O'clock, A. M., on
Tuesday, Jan. 30, 1895, at 10 O'clock, A. M., at the
office of the Auctioneer, 12 miles from Honolulu,
a capital stand for a Store and Hotel.
For terms and full particulars, apply to
J. M. GREEN, Auctioneer.

Tobacco.

LITTLE SUNSHINE, GARIBOLDI,
James River Smoking Tobacco, in 1 and 2 lb. packages.
Mayflower, Oronoko,
And a variety of other Brands. A small lot of
HAVANA SEGARS.
For sale by
ED. HOFFSCHLAGER & STAPENHORST.
505-11 H. HACKFELD & Co.

Hawaiian Pork.

PACKED BY MR. E. KRUE, KAUAI,
and warranted to keep. For sale by
ED. HOFFSCHLAGER & STAPENHORST.
505-11 H. HACKFELD & Co.

PER ETHAN ALLEN!

—OF THE—
THE CARGO!

Above named Extreme Clipper Bark
SNOW, MASTER.

Sundries.

20 TONS BLACKSMITH'S COAL.
20 Barrels Kailua, 20 Barrels Fire Sand,
50 Barrels Cement,
75 Nets Trunks,
Bales Blankets,
Cases White Thread,
Galvanized Iron Pipes,
Kegs Rivets,
Cases Clocks,
Cases Stationery,
Side Saddles, Tennessee Saddles,
Cases Felt Hats, Cases Matches,
Yellow Metal Stamping,
Yellow Metal Nails,
Yellow Metal spikes,
Cases Fence Wire, Bars Iron, Bundles Iron.

Furniture

Cases Arm Chairs,
Cases Rocking Chairs,
Cases Common Wood Chairs.

Paints

Benzoil, Copal Varnish,
Black Paint, Lamp Black.

Stoves

No. 7 Hot Cook Stoves,
No. 7 Cold Cook Stoves,
No. 8 Cold Cook Stoves.

Groceries

Vinegar, Calfskin,
Mackerel, Nutmegs,
Yeast Powder, Pearl Barley,
Table Salt, Chocolate,
Corn Starch,
Tobacco,
Olives, Quahogs,
Salmon, Roast Beef,
Lard, Salsin,
Cocoa Butter,
Soda, Ginger,
Cassia, etc.

Agricultural Implements

Louisiana Case Plows, Machettas,
Steel Plows, Shovels,
Rear Scrapers, Spades,
Cultivators, Ox Bows, Log Chains,
Ox Yokes.

HORSE CARTS.

HAND CARTS.

CANAL BARROWS.

Casks, Lanterns, Nests Pails,
Covered Baskets, Brooms,
INVOICE MANILA CORDAGE.
—ALSO—
200 Cases Downer's Kerosene Oil.
505-11 H. HACKFELD & Co.

FOR SALE.

The Publisher offers for sale this newspaper—
"THE PACIFIC COMMERCIAL ADVERTISER"—and
the printing establishment connected with it,
including the complete stock of book, news and
job type, power and hand-presses, together
with the good-will of the office and newspaper,
which has been one of the most successful en-
terprises of the kind in the Pacific. Posses-
sion will be given at the close of the current
volume, June 30, 1895.

H. M. WHITNEY, Publisher.

THE PACIFIC
Commercial Advertiser.

SATURDAY, JANUARY 27.
Inter-Island Steam Navigation.

On our last page we reprint the Charter
Act of the Inter-Island Steam Navigation Com-
pany, as it possesses interest at this time, now
that we are deprived of steam communication
in any form. We stated last week that Mr.
Green, the resident agent of the Company, pro-
posed to obtain two new steamers, as soon
as the same can be procured; but at the same
time we understand that the interests of the
present Company can be purchased, should any
capitalists here or in foreign parts be desirous
of taking up the monopoly granted by the
Hawaiian Government and carrying out its
provisions. The grant has eight years to run
from the 25th of July, 1895. With two sub-
stantial vessels of the right class, well man-
aged, we have no doubt that it will prove a good
investment from the outset.

The history of steam navigation among the
islands up to this date, would be an interesting
one, were it fully told. We have not all the
data and statistics at hand relating to it, and
can only give some of the principal items. The
"old Albatross," a small side-wheel river-boat,
which arrived here November 14, 1853, after a
passage of 20 days from San Francisco, was the
first steamer ever introduced as a coaster. Some
wondered how she managed to get across from
San Francisco to this port; but it is not at all
surprising when it is remembered that small
covered boats of five or eight tons have several
times made the same passage. After her came
the *Sea Bird* and *West Point*, but little better
adapted for the service, the former being too
large, though a strong sea-boat, while the latter
was an old and, on that account, a poor craft,
fitted with weak machinery. The *Sea Bird*
arrived Oct. 14, 1854, in charge of Capt.
Lovett, now of the *Sagebrush*, and, after making
a few trips, returned to San Francisco in April,
1855. She was afterwards engaged in the Ore-
gon and Puget Sound trade. The *West Point*
continued to run to Kauai, and was engaged in
a paying trade, when she unfortunately went
ashore at Koloa in a southerly blow, her en-
gines being too weak for her. With her loss,
the Company which had been engaged in the
steam enterprise withdrew, and made no fur-
ther efforts to establish inter-island steam
navigation.

From the date of the loss of the *West Point*
to the arrival of the *Kilauea*, June 23, 1860,
we were without a steamer. This vessel was
built in New London, for Messrs. C. A. Wil-
liams & Co., and was staunchly constructed of
the best material. During the first two years,
she generally made good time, would steam six
knots readily, and, under favorable circum-
stances, up to eight knots. The main fault in
her construction was her being too high out of
water. Had her deck been four or five feet
lower, and her arrangements to correspond,
rating between 250 and 300 tons burthen, she
would probably have been a more serviceable
boat, and certainly far less expensive.

With the experience that we have had in
steamers, the next effort ought to secure us boats
of the right class and size, and we hope it will
not be long that we shall have to wait for them.
But the best and the cheapest way to obtain
them is to send a capable person, who is com-
petent to judge of vessels, as to size and construc-
tion, as well as of their machinery. We have
the fullest faith in the ultimate success and
profit of inter-island steam navigation, and if
it has not yet proved so, it is to be attributed
more to ill-luck that attaches to all pioneer
enterprises in every new country, than to any
lack in the elements necessary for success. In
this as in all other enterprises, it must be re-
membered that "perseverance will surmount all
obstacles."

Hawaiian International Law.

It may not be generally known that there
is a decision of the late Chief Justice Lee, on
the maritime jurisdiction of the Hawaiian Gov-
ernment. It was delivered by him in May,
1849, in the case of the *King vs. B. B. Parrish*
et al., and will be found in the first volume
of Hawaiian Reports, published in 1856, pp.
37 and 38. As the only published decision on
this subject that has been made in this
Kingdom, that we are aware of, it is important
that it clearly sustains the position taken by us,
that our jurisdiction at sea only extends one marine
league, or three miles, and adds that "the
Legislature of this Kingdom, in claiming a
jurisdiction over the seas surrounding our coasts,
to the distance of one marine league, has done
no more than simply declare the universal law
of nations."

It will be remembered that a claim was set up
by the Ministers, during the late Hawaiian affair,
regardless of extent—a claim so ridiculously
absurd that the wonder is any sane man could
print it. As the decision of Judge Lee will be
interesting in this connection, we republish it
here:—

The Chief Justice then proceeded to the exami-
nation and decision of the second question,
namely: Whether the offense was committed on
the high seas, or within Hawaiian territory and the
jurisdiction of the Police Justice. He said it was
admitted that the vessel, at the time of the theft,
was riding at anchor in the road of Lahaina, a
Hawaiian port of entry and departure by express
Legislative enactment, abreast of the town, within
three miles distance of, and in constant commu-
nication with the shore. This being the case, there
could be no question but that the offense was com-
mitted within Hawaiian territory and the jurisdic-
tion of the Police Justice of Lahaina. That it was
the unshaken doctrine of the law of nations, that
the maritime doctrine of every State extends to
the ports, harbors, bays, mouths of rivers, adjacent
parts of the sea enclosed by headlands, belonging
to the same State. The general usage of nations
supportable to this extent of territorial jurisdiction
a distance of a marine league, or as far as a canon
shot will reach from the shore along all the

coasts of the State. Within these limits its rights of
property and jurisdiction are absolute and exclude
those of every other nation. That the Legislature
of this Kingdom in claiming a jurisdiction over the
seas surrounding our coasts to the distance of one
marine league, had done no more than simply de-
clare the universal law of nations.

SCARCITY OF BUTTER.—This article has, as usual
in the winter months, been so very scarce, that
families have not been able to get a pound for
weeks. Mr. Loller, we notice, provides his restaurant
with "Goshen butter," as fresh and sweet as
when it leaves New York. How he gets it out in
such fine order, is a puzzle. The same scarcity of
butter has existed throughout the Western States
the past fall, which event has furnished a theme for
some poet to practice his muse, and the result of
his efforts are equally applicable here just now:

See the line so sick and ailing,
Clumsily chewing their cold fat,
Pastures green around them growing,
And glad they buzz in the wood,
Tell them that you said I'll tell them,
As you question every cow,
Milk will tell me, tell me truly,
Where can I find butter now?
Curses—Around the markets I am marching,
Asking who will tell me now,
In the name of all that's fearful,
Who can furnish butter now?
The farmer tells us, to our sorrow,
That the cows are dry this year,
But who furnishes the butter,
White butter so extremely dear?
Should you offer them but forty,
They'll kick up a precious row,
So I insist on lovely buttering—
Where can I find butter now?

A WORTHY THIRTEEN.—We find the following in
one of our California exchanges, written by a cor-
respondent who was on board the steamship *Sacramento*
on the first trip in which Capt. Cavarly took
command of her. It will be remembered that he
was here in the *Anglo-Saxon* some years ago, and
had his ship burned by the pirate Semmes. He is
a son-in-law of Mr. Bolles, of this city, and all who
know him or have voyaged with him will endorse
the following complimentary notice of him:

Our Captain John M. Cavarly, was for about eighteen months
first officer of the *Constitution*, and during his first trip with
passengers in command of a vessel, having just been promoted.
By his quiet and gentlemanly demeanor, and strict attention
to his duties and to the comfort of those on board he has gained
the respect of all. It is highly complimentary to him that
he has been so long in command of a vessel, and especially so
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